

Official Authority on  
Connellsville Coke Trade.

# Weekly The Courier

Circulates Wherever Coke  
is Manufactured or Used.

EIGHT PAGES.

VOL. 35, NO. 25.

CONNELLVILLE, PA., THURSDAY MORNING, JANUARY 2, 1913.

## COKE PRODUCTION OF CONNELLVILLE REGION FOR 1912 OVER 20,000,000 TONS AND AVERAGE PRICE IS \$1.92.

### ALL RECORDS BROKEN EVEN IF SMASHED BY A SCRATCH.

Volume of Trade Would Have Been 10 Per Cent Better  
Had There Been Sufficient Labor; Comprehensive  
Review of the Year's Business.

The Connellsville coke region shipped 20,000,000 tons of coke in 1912, which valued at the average market price of \$1.92 represents a value of \$38,400,000.

The Connellsville coke trade for 1912 would have been at least 10% better if there had been a man for every job. As it was, both production and output broke all records even if smashed by a scratch. Twenty million tons was very close to the mark in 1912, but never was it over-lapped until now. The value of the output was often exceeded in 1912, for example, with an output of only 13,245,000 tons, the value was over \$25,000,000. In 1908 and 1909, the value of the annual output rose to the value of \$25,000,000. As recently as 1910, with an output of 18,650,000 tons, the value exceeded \$35,000,000. Prices of coke were never higher than in 1912, and the average of the year was less than \$2.00. If the business continues at the same rate, the big question of 1912 will be by odds the big question of 1913 in the Connellsville coke business.

The following tabulated statement gives a comprehensive view of the coke trade for the past 32 years, or during the whole period of its importance as an industry. It shows the aggregate number of ovens in operation at the close of each year, the annual output, the average price and the estimated gross value. Published annually by The Courier.

Year	Total Ovens	Av. Price	Gross Value
1881	1,211	\$2.00	\$2,422,000
1882	1,211	2.00	2,422,000
1883	1,211	2.00	2,422,000
1884	1,211	2.00	2,422,000
1885	1,211	2.00	2,422,000
1886	1,211	2.00	2,422,000
1887	1,211	2.00	2,422,000
1888	1,211	2.00	2,422,000
1889	1,211	2.00	2,422,000
1890	1,211	2.00	2,422,000
1891	1,211	2.00	2,422,000
1892	1,211	2.00	2,422,000
1893	1,211	2.00	2,422,000
1894	1,211	2.00	2,422,000
1895	1,211	2.00	2,422,000
1896	1,211	2.00	2,422,000
1897	1,211	2.00	2,422,000
1898	1,211	2.00	2,422,000
1899	1,211	2.00	2,422,000
1900	1,211	2.00	2,422,000
1901	1,211	2.00	2,422,000
1902	1,211	2.00	2,422,000
1903	1,211	2.00	2,422,000
1904	1,211	2.00	2,422,000
1905	1,211	2.00	2,422,000
1906	1,211	2.00	2,422,000
1907	1,211	2.00	2,422,000
1908	1,211	2.00	2,422,000
1909	1,211	2.00	2,422,000
1910	1,211	2.00	2,422,000
1911	1,211	2.00	2,422,000
1912	1,211	2.00	2,422,000

The following tabulation shows the production of the Connellsville and Lower Connellsville regions by quarters.

Quarter	Conn. L. Conn.	Total
1st	2,780,337	4,900,709
2nd	2,890,450	5,110,251
3rd	2,721,470	4,862,823
4th	2,848,753	5,052,232

Total 12,048,888 20,022,775

The furnace operations in the coke regions continue to be in the volume of their production, but the merchant interests continue to be a close second. The figures for the past year are expressed in the following comparison:

Mer.	Fur.	Total
1st	1,918,849	4,900,709
2nd	2,005,108	5,110,251
3rd	1,912,581	4,862,823
4th	2,128,084	5,052,232

Total 12,048,888 20,022,775

The shipment of Connellsville coke from each region with the totals from here by months in tons are shown herewith:

Month	Conn.	L. Conn.	Total
Jan.	1,854,980	4,850,033	6,705,013
Feb.	1,854,980	4,850,033	6,705,013
Mar.	1,854,980	4,850,033	6,705,013
Apr.	1,854,980	4,850,033	6,705,013
May	1,854,980	4,850,033	6,705,013
June	1,854,980	4,850,033	6,705,013
July	1,854,980	4,850,033	6,705,013
Aug.	1,854,980	4,850,033	6,705,013
Sept.	1,854,980	4,850,033	6,705,013
Oct.	1,854,980	4,850,033	6,705,013
Nov.	1,854,980	4,850,033	6,705,013
Dec.	1,854,980	4,850,033	6,705,013

The accuracy of The Courier's figures as to weekly production is strikingly illustrated in the above tabulations. The figures as to shipments are railroad weights while those as to production are estimated based on weekly operation. The figures show a small surplus production which is accounted for in the stock which the large furnace interest aims to have on hand for emergency.

The stock is usually greater than a couple of weeks ago to try the furnaces against the winter of Christmas week. The limits of the merchant business in the coke region is gratifying to the merchant plants produced practically 4,000,000 tons in 1912, a gain against 4,747,000 tons in 1911, a gain of approximately 20% in the volume of business in spite of an insufficient labor supply the year around.

There has been no increase in the number of ovens in the region, though there have been some changes from the old to the new. The coke drivers have not been able to operate all the ovens they have and there has been small incentive to build more. There are now in the region

### Statistics of the Connellsville Coke Trade for 1912

Production and Shipments of Both Regions by Weeks.

Production.										Output.	
MERCHANT					FURNACE					SHIPMENTS	
1913	Week Ending	Active Ovens	Per Ct. of Tot.	Production Tons	1912	Week Ending	Active Ovens	Per Ct. of Tot.	Production Tons	Cars	Tons
Jan. 1	1,138	74.6	137,960	13,245,000	Jan. 1	1,138	74.6	137,960	13,245,000	9,085	207,894
Jan. 8	1,138	74.6	141,372	13,245,000	Jan. 8	1,138	74.6	141,372	13,245,000	9,085	207,894
Jan. 15	1,138	74.6	141,372	13,245,000	Jan. 15	1,138	74.6	141,372	13,245,000	9,085	207,894
Jan. 22	1,138	74.6	141,372	13,245,000	Jan. 22	1,138	74.6	141,372	13,245,000	9,085	207,894
Jan. 29	1,138	74.6	141,372	13,245,000	Jan. 29	1,138	74.6	141,372	13,245,000	9,085	207,894
Feb. 5	1,138	74.6	141,372	13,245,000	Feb. 5	1,138	74.6	141,372	13,245,000	9,085	207,894
Feb. 12	1,138	74.6	141,372	13,245,000	Feb. 12	1,138	74.6	141,372	13,245,000	9,085	207,894
Feb. 19	1,138	74.6	141,372	13,245,000	Feb. 19	1,138	74.6	141,372	13,245,000	9,085	207,894
Feb. 26	1,138	74.6	141,372	13,245,000	Feb. 26	1,138	74.6	141,372	13,245,000	9,085	207,894
Mar. 5	1,138	74.6	141,372	13,245,000	Mar. 5	1,138	74.6	141,372	13,245,000	9,085	207,894
Mar. 12	1,138	74.6	141,372	13,245,000	Mar. 12	1,138	74.6	141,372	13,245,000	9,085	207,894
Mar. 19	1,138	74.6	141,372	13,245,000	Mar. 19	1,138	74.6	141,372	13,245,000	9,085	207,894
Mar. 26	1,138	74.6	141,372	13,245,000	Mar. 26	1,138	74.6	141,372	13,245,000	9,085	207,894
Apr. 2	1,138	74.6	141,372	13,245,000	Apr. 2	1,138	74.6	141,372	13,245,000	9,085	207,894
Apr. 9	1,138	74.6	141,372	13,245,000	Apr. 9	1,138	74.6	141,372	13,245,000	9,085	207,894
Apr. 16	1,138	74.6	141,372	13,245,000	Apr. 16	1,138	74.6	141,372	13,245,000	9,085	207,894
Apr. 23	1,138	74.6	141,372	13,245,000	Apr. 23	1,138	74.6	141,372	13,245,000	9,085	207,894
Apr. 30	1,138	74.6	141,372	13,245,000	Apr. 30	1,138	74.6	141,372	13,245,000	9,085	207,894
May 7	1,138	74.6	141,372	13,245,000	May 7	1,138	74.6	141,372	13,245,000	9,085	207,894
May 14	1,138	74.6	141,372	13,245,000	May 14	1,138	74.6	141,372	13,245,000	9,085	207,894
May 21	1,138	74.6	141,372	13,245,000	May 21	1,138	74.6	141,372	13,245,000	9,085	207,894
May 28	1,138	74.6	141,372	13,245,000	May 28	1,138	74.6	141,372	13,245,000	9,085	207,894
Jun. 4	1,138	74.6	141,372	13,245,000	Jun. 4	1,138	74.6	141,372	13,245,000	9,085	207,894
Jun. 11	1,138	74.6	141,372	13,245,000	Jun. 11	1,138	74.6	141,372	13,245,000	9,085	207,894
Jun. 18	1,138	74.6	141,372	13,245,000	Jun. 18	1,138	74.6	141,372	13,245,000	9,085	207,894
Jun. 25	1,138	74.6	141,372	13,245,000	Jun. 25	1,138	74.6	141,372	13,245,000	9,085	207,894
Jul. 2	1,138	74.6	141,372	13,245,000	Jul. 2	1,138	74.6	141,372	13,245,000	9,085	207,894
Jul. 9	1,138	74.6	141,372	13,245,000	Jul. 9	1,138	74.6	141,372	13,245,000	9,085	207,894
Jul. 16	1,138	74.6	141,372	13,245,000	Jul. 16	1,138	74.6	141,372	13,245,000	9,085	207,894
Jul. 23	1,138	74.6	141,372	13,245,000	Jul. 23	1,138	74.6	141,372	13,245,000	9,085	207,894
Jul. 30	1,138	74.6	141,372	13,245,000	Jul. 30	1,138	74.6	141,372	13,245,000	9,085	207,894
Aug. 6	1,138	74.6	141,372	13,245,000	Aug. 6	1,138	74.6	141,372	13,245,000	9,085	207,894
Aug. 13	1,138	74.6	141,372	13,245,000	Aug. 13	1,138	74.6	141,372	13,245,000	9,085	207,894
Aug. 20	1,138	74.6	141,372	13,245,000	Aug. 20	1,138	74.6	141,372	13,245,000	9,085	207,894
Aug. 27	1,138	74.6	141,372	13,245,000	Aug. 27	1,138	74.6	141,372	13,245,000	9,085	207,894
Aug. 31	1,138	74.6	141,372	13,245,000	Aug. 31	1,138	74.6	141,372	13,245,000	9,085	207,894
Sep. 7	1,138	74.6	141,372	13,245,000	Sep. 7	1,138	74.6	141,372	13,245,000	9,085	207,894
Sep. 14	1,138	74.6	141,372	13,245,000	Sep. 14	1,138	74.6	141,372	13,245,000	9,085	207,894
Sep. 21	1,138	74.6	141,372	13,245,000	Sep. 21	1,138	74.6	141,372	13,245,000	9,085	207,894
Sep. 28	1,138	74.6	141,372	13,245,000	Sep. 28	1,138	74.6	141,372	13,245,000	9,085	207,894
Oct. 5	1,138	74.6	141,372	13,245,000	Oct. 5	1,138	74.6	141,372	13,245,000	9,085	207,894
Oct. 12	1,138	74.6	141,372	13,245,000	Oct. 12	1,138	74.6	141,372	13,245,000	9,085	207,894
Oct. 19	1,138	74.6	141,372	13,245,000	Oct. 19	1,138	74.6	141,372	13,245,000	9,085	207,894
Oct. 26	1,138	74.6	141,372	13,245,000	Oct. 26	1,138	74.6	141,372	13,245,000	9,085	207,894
Nov. 2	1,138	74.6	141,372	13,245,000	Nov. 2	1,138	74.6	141,372	13,245,000	9,085	207,894
Nov. 9	1,138	74.6	141,372	13,245,000	Nov. 9	1,138	74.6	141,372	13,245,000	9,085	207,894
Nov. 16	1,138	74.6	141,372	13,245,000	Nov. 16	1,138	74.6	141,372	13,245,000	9,085	207,894
Nov. 23	1,138	74.6	141,372	13,245,000	Nov. 23	1,138	74.6	141,372	13,245,000	9,085	207,894
Nov. 30	1,138	74.6	141,372	13,245,000	Nov. 30	1,138	74.6	141,372	13,245,000	9,085	207,894
Dec. 7	1,138	74.6	141,372	13,245,000	Dec. 7	1,138	74.6	141,372	13,245,000	9,085	207,894
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Dec. 31	1,138	74.6	141,372	13,245,000	Dec. 31	1,138	74.6	141,372	13,245,000	9,085	207,894
Total	1,138	74.6	141,372	13,245,000	Total	1,138	74.6	141,372	13,245,000	9,085	207,894

### Merchant and Furnace Production of Both Regions by Months.

1913		Region	Region	Regions			
January	859,554	817,214	1,575,198	936,051	838,564	1,575,	
February	852,233	1,362,087	1,362,087	973,481	810,108	1,358,	
March	859,084	753,080	1,250,944	1,684,758	866,419	1,710,	
April	973,229	738,938	1,710,417	1,710,417	840,419	1,710,	
May	811,927	727,003	1,778,860	1,662,627	718,223	1,778,	
June	859,003	710,001	1,621,004	1,621,004	840,419	1,621,	
July	852,635	683,007	1,535,122	944,721	620,747	1,535,	
August	852,635	720,003	1,590,881	1,027,478	863,003	1,590,	
September	815,989	874,197	1,550,146	1,550,146	732,328	1,550,	
October	815,989	815,989	1,632,133	1,045,107	777,172	1,632,	
November	848,623	785,115	1,739,328	1,014,096	838,186	1,739,	
December	820,907	807,563	1,628,470	957,077	877,172	1,628,	
Total	11,126,843	8,815,427	20,022,270	12,040,838	7,051,437	20,022,	





## THE COKE MARKET CONTINUES RONG BUT DOES SOAR

Temporary Increase in Spot Coke and It Happens

CONTRACT COKE GOES TO \$3.50

At 10,000 Tons Per Week Over First Half, but Coke Held Specially Desirable; Common Hold Back; Want \$3 Coke; Iron Dull.

Special to The Weekly-Courier. PITTSBURGH, Dec. 31.—This week the coke market opened up fairly strong as last week, but had not yet reached a gradual recovery of strength. The market did not soar last week, however, as in some quarters it was expected it would. All the indications on the surface were that it would be an unusual place on the part of the market. The market was always a decided slump in some quarters in the past week, and also had already been extremely low as it was thought that the price was unusually low. Such a situation, however, was very general, and it was being anticipated that it was being held against a more active market.

There are also indications that some of the coke makers are holding back their supply, and some are always ready to sell. The market was always a decided slump in some quarters in the past week, and also had already been extremely low as it was thought that the price was unusually low. Such a situation, however, was very general, and it was being anticipated that it was being held against a more active market.

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## ROCKS COMPANY SUES COKE BROKERS \$100,000 INVOLVED

Accounting from J. K. Dimmick Company

The plaintiff has been entered by the Dimmick Coal & Coke Company in the courts of Fayette county to compel an accounting from J. K. Dimmick Company, late Connellsville coke brokers. Approximately \$100,000 is involved. It is said, the exact amount not being indicated in the bill, Francis Rocks and the Sunshine company claim that the Dimmick company has in its possession large sums of money which should be turned over, but that their former brokers refuse to make an accounting or to release a mortgage which figured in one of the transactions.

The plaintiff claims the Dimmick company has collected large sums of money in connection with the coke business, and that the Dimmick company is now in a position to pay the bills of the Dimmick company. The Dimmick company is now in a position to pay the bills of the Dimmick company. The Dimmick company is now in a position to pay the bills of the Dimmick company.

## Statistical Summary.

PRODUCTION.	WEEK ENDING DEC. 28, 1912.				WEEK ENDING DEC. 21, 1912.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	22,420	18,115	4,305	188,347	22,420	18,140	4,280	228,563
Lower Connellsville	16,424	14,632	1,792	160,658	16,424	14,632	1,792	160,658
Totals	38,844	32,747	6,097	349,005	38,844	32,772	6,072	412,118

FURNACE OVENS.	WEEK ENDING DEC. 28, 1912.				WEEK ENDING DEC. 21, 1912.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	18,108	14,847	3,261	180,273	18,108	14,847	3,261	180,273
Lower Connellsville	8,316	7,785	531	80,385	8,316	7,785	531	80,385
Totals	26,424	22,632	3,792	260,658	26,424	22,632	3,792	260,658

MERCHANT OVENS.	WEEK ENDING DEC. 28, 1912.				WEEK ENDING DEC. 21, 1912.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
Connellsville	4,314	3,868	446	37,974	4,314	3,868	446	37,974
Lower Connellsville	10,812	9,826	986	107,594	10,812	9,826	986	107,594
Totals	15,126	13,694	1,432	145,568	15,126	13,694	1,432	145,568

SHIPMENTS.	WEEK ENDING DEC. 28, 1912.				WEEK ENDING DEC. 21, 1912.			
	Ovens.	In.	Out.	Tons.	Ovens.	In.	Out.	Tons.
To Pittsburgh	3,928	3,428	500	34,280	3,928	3,428	500	34,280
To Point West of Pittsburgh	6,092	5,428	664	54,280	6,092	5,428	664	54,280
To Point East of the Region	705	628	77	6,280	705	628	77	6,280
Totals	10,725	9,484	1,241	94,760	10,725	9,484	1,241	94,760

## PRICES AND CONDITIONS AT CHIEF COKE CENTERS

Demand Slackens but Prices are Firm. Consumers Believe Higher Prices Will Rule.

Reports from the chief centers of consumption and distribution indicate a general slackening due to the close of the year and the fact that a considerable portion of the consumption has not yet been covered by contract. Trade is dull, but prices continue strong. Cleveland reports a regular movement from the Connellsville region, but uncertain and unsatisfactory deliveries from the Pocomoke region because of the scarcity of cars. Prices of Connellsville coke are reported as follows:

Cleveland, Spot furnace \$3.90 @ \$4.00, foundry \$4.00 @ \$4.10, contract \$3.50 furnace and \$4.50 foundry. Chicago, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. St. Louis, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. Cincinnati, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. Detroit, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. Baltimore, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. Philadelphia, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry. New York, \$3.50 @ \$3.60, contract \$3.50 furnace and \$4.50 foundry.

## TO FIRE OVENS

Jones & Laughlin Soon to Operate By-Product Plant.

Plans are under way for the blowing in of the first block of Belgian ovens, now nearing completion at Alliquippa for the Jones & Laughlin Steel Company. The total number of ovens to be built at that point is 600, and when these are completed it is expected they will be able to supply the coke requirements of the Alliquippa furnaces. The company is now dependent upon the outside market for coke.

## PLAYING TAG

With Each Other Are Some Producing and Consuming Interests.

There is more business yet to be done in coke than has generally been realized by the American Metal Market. Quite a number of consumers have not covered, and have been rather reticent of the fact that they are not covered. Approximately an equal tonnage of coke is released, and the operators having this coke have also been reticent of the fact, each one feeling that he is playing a sharp game. It is unlikely that contracts will be closed covering all this coke within a few weeks, as furnaces regard January as a bad time in which to buy, and this will likely make the spot market more active than it has been, though whether that will advance prices is another matter, for the winding up of certain contracts releases as much coke as it creates demand.

## NEW PAY DAYS

Carnegie Steel Company Fix Two a Month at All Yards.

Orders have been issued from the general offices of the Carnegie Steel Company, Pittsburgh, fixing the tenth and twenty-fifth days of the month as the regular pay days for the company's employees. This order has been in force for some time at the Braddock and Homestead works and now becomes operative at the Youngstown, O., plants. It is stated that this rule will go into effect at the beginning of next year, thus establishing uniform pay days throughout the whole Carnegie Steel Company system and doing away with the three week's pay days.

## LIST OF COKE OVENS IN The Lower Connellsville District

With Their Owners, Address and Ovens in Blast Corrected to Saturday, Dec. 28, 1912.

Total Ovens.	In Blast.	Name of Works.	Name of Operators.	P. O. Address.
40	38	Adair	Adair Coke Company	Uniontown
40	38	Albion	W. J. Albion	South Braddock
107	107	Albion No. 1	W. J. Albion	New York
40	38	Albion No. 2	W. J. Albion	Uniontown
40	38	Albion No. 3	W. J. Albion	Uniontown
40	38	Albion No. 4	W. J. Albion	Uniontown
40	38	Albion No. 5	W. J. Albion	Uniontown
40	38	Albion No. 6	W. J. Albion	Uniontown
40	38	Albion No. 7	W. J. Albion	Uniontown
40	38	Albion No. 8	W. J. Albion	Uniontown
40	38	Albion No. 9	W. J. Albion	Uniontown
40	38	Albion No. 10	W. J. Albion	Uniontown
40	38	Albion No. 11	W. J. Albion	Uniontown
40	38	Albion No. 12	W. J. Albion	Uniontown
40	38	Albion No. 13	W. J. Albion	Uniontown
40	38	Albion No. 14	W. J. Albion	Uniontown
40	38	Albion No. 15	W. J. Albion	Uniontown
40	38	Albion No. 16	W. J. Albion	Uniontown
40	38	Albion No. 17	W. J. Albion	Uniontown
40	38	Albion No. 18	W. J. Albion	Uniontown
40	38	Albion No. 19	W. J. Albion	Uniontown
40	38	Albion No. 20	W. J. Albion	Uniontown
40	38	Albion No. 21	W. J. Albion	Uniontown
40	38	Albion No. 22	W. J. Albion	Uniontown
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## QUALITY COUNTS.

Buying Fire Brick that has been cheapened to get the selling price down is like borrowing money at usurious interest. Constant trouble and costly repairs are the inevitable results. The QUALITY of EUREKA brand Fire Brick never changes no matter what the selling price may be.

The Eureka Fire Brick Works, MT. BRADDOCK, PA. Bell Phone 49, Dunbar, Pa. With B. & O. and P. R. R. Connections.

Established 1859. Incorporated 1894.

## Jos. Soisson Fire Brick Co.,

High Grade Silica and Fire Clay Brick

For Coke Ovens, Furnaces, Glass Houses and Cupolas. Special Shapes on Short Notice. Tile and Ground Clays.

Annual Capacity of Combined Works 60,000,000

Works.	Analysis of Silica Brick.
Volcano.....B. & O. R. R.	Silica.....95.10
Meyer.....P. R. R.	Alumina.....2.10
Davidson.....B. & O. and P. R. R.	Iron Oxide......60
Layton.....B. & O. R. R.	Lime.....1.80
Kingston.....B. & O. and P. R. R.	Magnesia......15

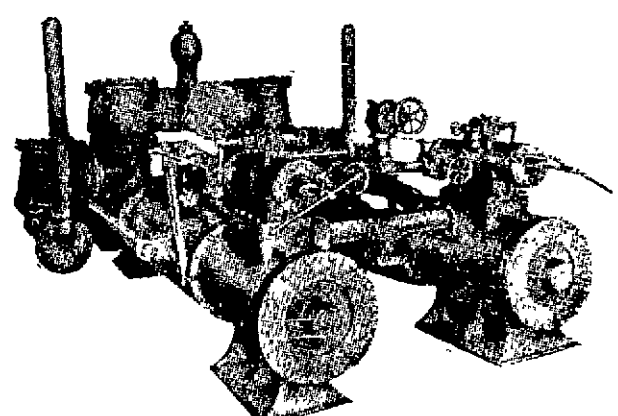
MAIN OFFICE: CONNELLSVILLE, PA.

JOB PRINTING OF ALL KINDS DONE AT THE COURIER OFFICE.

## Connellsville Machine & Car Co.

MANUFACTURERS OF

## The Lafayette Steam Pump



Engines, Mine Fans, Larries, Pit Cars, Cages, Coal Screens, Coke Crushers, Coke Barrows, Sheave Wheels, Drums, Universal Dump Cars and Complete

## Outfits for Coal and Coke Works.

We carry in stock Machinery Supplies, Injectors, Pipe Fittings, Jenkins' Star and Standard Valves, Packings, Leather Beltings, Steel, Iron and Nails, Railroad Spikes, Splice Bar Bolts and Nut Locks, Machine and Carriage Bolts, Steel Coke Scraper Heads, Scraper Handles, Coke Oven Valves and

## COKE HOSE.

Works at Mountz Creek Junction of Baltimore & Ohio and Pennsylvania R. R.'s Office and Store, 309 and 311 Water St., CONNELLSVILLE, PA.

J. P. BRENNAN, President. A. V. THOMPSON, Vice President. ANDREW A. THOMPSON, Treasurer. W. G. ROCK, Sec'y and Asst. Treasurer.

## Thompson Connellsville Coke Co.

800 OVENS. MONTHLY CAPACITY 50,000 TONS.

## STANDARD CONNELLSVILLE FURNACE COKE.

WORKS: Thompson No. 1 1400 Ovens, Thompson No. 2 400 Ovens, Near Republic Station, Fayette County, Pa. CONNECTIONS: Pennsylvania R. R., Pittsburgh & Lake Erie R. R., Baltimore & Ohio R. R. PITTSBURGH OFFICE: 2102 First National Bank Building, Pittsburgh, Pa.

OUR COKE IS OF HIGHEST QUALITY. ANALYSES FURNISHED ON APPLICATION. As all of our drawing is done by the Mechanical Extractor, none of the Foundry Coke is eliminated. Purchasers are consequently assured of a uniform quality of Furnace Coke.

## Connellsville Central Coke Co.

General and Sales Office, 1211 Empire Building, Pittsburgh, Pa. Works—Low Phos. No. 1, Herbert No. 2, near Uniontown, Pa.

## Standard Connellsville Coke

MONTHLY CAPACITY 32,000 TONS. P. R. R., P. & L. E. R. R. and B. & O. R. R. CONNECTIONS

"Coke low in Sulphur and Phosphorus and of strong physical structure. Our Coke at HERBERT WORKS is made in LONGITUDINAL OVENS and is entirely mechanically handled, thus eliminating by screening all dust and dirt. "Blossom-sh blown from ovens by new process of compressed airforce coke is drawn." ANALYSES FURNISHED ON REQUEST.

## RAILS

40, 56, 60, 70, 75, 80, 85 and 90 lb.

## Relaying Rails

8, 12, 16, 20, 25, 30, 35, 40 and 45 lb.</

## The Weekly Courier.

Entered as second-class matter at the postoffice, Connelville, Pa., May 1, 1895.

THE COURIER CO., Publishers.

H. F. SYDNER, President and Managing Editor.

Secretary and Treasurer.

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THURSDAY MORNING, JAN. 2, 1912.

## A COKE BROKER'S BILL.

In a rather pretentious statement to an iron trade paper, the head of a prominent pig iron brokerage firm, formerly a coke brokerage house, says that the Connelville coke operators, by reason of the arbitrary prices charged for their product, are forcing the furnaces to build by-product ovens and make their own coke. He sees the decadence of the Connelville operator and the beehive even.

In support of this position he cites a few instances of independent steel interests who have bought coal and are making, or are about to make, coke at their mills and furnaces, transporting the coal thither for that purpose. These purchases are chiefly in Greene county, on or close to the Monongahela river, which furnishes cheap and convenient water transportation from mine to oven.

To complete the annihilation of the merchant operators of the Connelville region, this broker tells his readers that by-product coke can be made 50% less in cost than beehive even coke.

These statements are lacking in fairness and truth, and there is reason to assume that they are not without foundation.

It is true that the present prices of Connelville coke are higher than they have been in years, but the furnaces have made them so by their frantic bidding against each other for the production of the Connelville coke when it is not wanted by the demand. It will, however, be conceded that Connelville operators are entitled to some of the cream of profit which is just now coming their way because of the fact that they have recently and for some time been compelled to subsidize upon the skimmed milk of ruinous prices.

This profit, however, is not so great as would seem. Spot coke prices are fancy figures for small lots usually required to supply emergency demands. They do not represent average prices actually received. It will be remembered that contract coke sold as low as \$1.50 during the first half of 1911 and much of it went out at \$1.25 during the last half. The average price of 1903 coke was \$3.00; of 1905, \$2.75; of 1907, \$2.50. On the other hand, the average of 1911 was only \$1.72.

The present prices of coke have little or nothing to do with the alleged popularity of the by-product oven. The ovens of this design are under construction were planned before the rise in coke. The economy incident to their use is the utilization of the by-products, chief among which is gas. That by-product is useless unless it can be marketed to advantage near the plant. At furnaces and steel mills it takes the place of other fuel.

The larger independent steel interests which are following the example of the United States Steel Corporation and building their own plants are not their mills with a view of utilizing the gas evolved in the process of coking would not think of doing so were they unable to use the by-products to their advantage. This plan cannot profitably be employed by merchant furnaces and small steel concerns, neither can by-product coke, efficiency considered, be made at one-half the cost of Connelville beehive even coke. Then there is the initial cost of the plant to be considered. By-product ovens cost many times as much as beehive even.

Upon the whole it seems altogether reasonable and safe to conclude that the merchant coke ovens of the Connelville region will continue to be present at least to make coke for the merchant furnaces regardless of what may be said by a brokerage firm which for years made the lion's share of the profits of merchant coke-making in the Connelville region, but which has since been retired from the region along with another coke broker by the action of the producers in establishing their own selling agencies. His means to be the chief product of present-day coke brokerage, but this commodity cannot be commercialized.

## POLITICAL MINE INSPECTORS.

In his last annual report, the Chief of the State Bureau of Mines declares that the election of mine inspectors in the anthracite region of Pennsylvania has been a failure, resulting in inefficiency that is a constant menace to human life. He denounces the mingling of politics with competency as "an unwise, dangerous and pernicious practice," and says:

"There is no valid reason why the inspectors for the anthracite region should not be treated as the bituminous inspectors are treated. Therefore, it is greatly to be desired that the present provision in the anthracite law be repealed and that the Governor be empowered to appoint one Board of examiners for the anthracite counties to meet once every four years to examine applicants for inspectors, who shall be declared qualified upon answering correctly 90 per cent. of the questions propounded, and the persons having the highest percentages then to be selected to fill the positions."

By the exercise of a reasonable degree of intelligence the members of the Legislature guilty of passing the foregoing law might have arrived at the plain and logical conclusion which is reached by Chief Rodick after a decade of experience and possibly at some marriage of life and property.

There was absolutely no excuse for putting the choice of competent inspectors into the hands of incompetent judges.

## HIGH LIVING AND TRUST-BUSTING.

One of the most serious problems of the times is the High Cost of Living. Complaints on this score have not been confined to the Common People. The Southern Corporations and the Railroad Octopuses have likewise protested.

The railroad trainmen are preparing to demand another increase in wages, and in doing so they will have the sympathy of the public, all of which is natural and good. But the ability of the railroads to pay is another matter. It will be remembered that the locomotive engineers on the roads east of Chicago and south of the Ohio river recently asked for higher wages and that the members of the arbitration committee appointed to decide upon the justice of the increase frankly admitted that they were unable to arrive at a conclusion regarding the ability of the railroads to pay such wages, but that the engineers were entitled to a fair wage and in consequence certain advances were ordered.

In order to meet the increased cost of operation thus incurred, the arbitrators suggested that the railroads ask leave to increase their rates. The leading coke brokerages have already decided upon a new condition which they were powerless to create, and in this respect by their own testimony their doing is lacking in justice.

On the other hand, if such recommendations on the part of arbitrators in labor disputes of this character were binding upon the railroads, the Commerce Commission, an endless chain of increased cost to the shipper would be effectively established. If every demand for increased wages should be granted with the understanding that it carried with it a right to make corresponding increases in freight tariffs, it will readily be seen that the producers and dealers in the necessities of life would be compelled to make similar advances in their prices.

In the final analysis, therefore, the freight would be paid by the consumer, as it always is. Railroad employees constitute a large consuming class, but there are other classes who advance in wages in one class sooner or later necessitates an advance in the other classes in order to pay the freight on the first advance. A less chain of mounting costs is thereby increased and multiplied.

The popular political game just now is Trust-Busting. It is being played by a famous Broche-Buster chiefly for purposes of personal preferment and private revenge. That Trust-Busting which is necessary to prevent monopoly and to regulate commodity prices to reasonable profits is not only justifiable but it is a public duty on the part of those charged with public administration.

But all mergers are not evil, and the dissolution of those which offend only against the letter of the law and not against its spirit has brought conditions for example, the courts have recently decreed the dissolution of the Illinois railroad trust. It is hard to see how that action will serve any good purpose.

It is true that it will restore two competing lines, but it is also true that freight rates are regulated by the Interstate Commerce Commission in such a manner as to practically kill competition. Tariffs are looked upon with disfavor amounting almost to prejudice; certainly, all doubts are resolved against them; and the exception rather than the rule.

Under such circumstances, the railroads rarely indulge in cut rates. They have to protect themselves by dividing the business and avoiding the necessity of competition. The Harriman merger meant more economical operation, less waste, increased carrying costs and less loss than ever of decreased freight and passenger rates, unless one or the other of the lines should be taken over by wreckers, which is not very likely under modern conditions.

Nor will the High Cost of Living be relieved by the dissolution of the various industrial units which absorb all intermediary profits and pass some part of them on to the consumer; as, for example, the United States Steel Corporation, which has admittedly striven effectively for fair and stable prices, and good wages and working conditions for its employees.

It would, therefore, seem plain that reasonable regulation of all monopolies will serve to restrain unreasonably high costs, and will tend to make the High Cost of Living higher.

## THE PROPOSED STEEL MILL.

The proposed steel plant is still in abeyance, but it evidently has the serious consideration of the Chamber of Commerce and the financial circles of Connelville, even though the announcement of this fact did not come from them. The plant would be a very desirable one, and it is a pity that it is not being pushed forward.

The plant would be a desirable one for such a manufacturing industry. It is the center of Connelville coke production. The steel plant site is within sight of Dunbar furnaces and by-product ovens, which are able to furnish pig iron and fuel gas at the mill's back door, while the Youngsboro river but a zone's throw distant will furnish an abundance of good water. Last and by no means least, connection may be had with three lines of railroads entering Connelville. All conditions exist to make the proposed plant a modern and model industrial unit.

With all these advantages the success of the plant will be a matter of doubt if its management were placed in unskilled and incompetent hands. This error is carefully guarded against by the producers of the mill, who are all practical men in their respective lines, and in combination they will form an experienced organization which cannot fail to make good its expectations.

The steel business is good, and it is permitted by the politicians to remain so, even in a reasonable degree, the new enterprises ought to be successful beyond the most sanguine expectations.

The small boys and girls are a unit in declaring that Santa Claus was perfectly dead.

## WAGE ADVANCE RUMORS.

The announcement that there will soon be a readjustment of wages by the United States Steel Corporation must be accepted as authentic since it is made on the authority of the executive head of the corporation. The further statement that the revision would have special reference to the advancement of the wages of common labor indicates that the miners and coke workers of the Connelville region may reasonably hope to share in some measure such advances as may be made. Coke region labor is not wholly common labor, but neither is it properly classified as skilled labor. The wages now being paid in the Connelville coke region are the highest ever paid in the history of the trade. The present wage scale was announced April 1, last. Prior to this time, the highest rate of mining was \$1.55 per 100 bushels, which rate was made March 1, 1907. The money panic caused in the fall of that year and the subsequent depression of the rate was dropped to \$1.20. In January, 1910, it was restored, and on April 1, 1912, it was increased to \$1.40.

The H. C. Frick Coke Company has been fixing the rate of wages paid in the Connelville coke region for some years because of the fact that it operates a majority of the ovens and employs a majority of the men. The merchant operators have little choice but to meet the advances of the Steel Corporation's fuel company, however embarrassing it may at times be to them. When the last advance was made the market price of coke was less than \$2 per ton, and the merchant operators thought they were paying a fair wage considering the price; but every demand for increased wages should be granted with the understanding that it carried with it a right to make corresponding increases in freight tariffs, it will readily be seen that the producers and dealers in the necessities of life would be compelled to make similar advances in their prices.

## GOVERNMENT-RE REGULATION.

Since the Puffinbarger bill has been passed by the House, it has been suggested that Congress should provide for the regulation of the coal and coke industry. The object of this bill is not stated. It is presumed that its purpose is to regulate the building and financial interests of the country, especially that portion of it located in and about West Virginia.

The proposition is quite in line with the recently established policy of the Interstate Commerce Commission. The Interstate Commerce Commission regulates the railroads, the Postoffice regulates the newspapers, and the Federal Reserve Board regulates the banks. This is an era of regulation. Shall the Iron Trust be ignored? Certainly not.

While the banks and bankers are being regulated, the merchants had better walk with caution. Any man who dares to do anything but what is higher than Haman. If the Democratic administration succeeds in passing a few bank bills leading up to a package that will have to be a victim for Woodrow's gibbet.

## FUNNY DEMOCRATIC REFORM.

As a Party of Reform the Democrats are entitled to credit for making a funny list of it. One of their greatest achievements, concerning which they boast not a little, is that they took from the hands of the House the power of appointing committees and lodged it in the hands of a committee.

The reform is more apparent than real and its origin was not nearly so worthy as represented. The agitation of the question of curtailing the power of the Speaker was started by the appointed Republican members and was aided by the Democratic majority for the sole purpose of embarrassing the Speaker.

To the chagrin of the Democrats they found themselves in a majority at the next session on committee to be chosen by the House and not by the Speaker. To rid themselves of this awkward dilemma they devised the plan of putting into the hands of the Speaker the power of appointing committees and lodged it in the hands of a committee.

The one-man power remains. The man has been changed. That's all.

## DAVID HERO WORSHIP.

"Principle in politics is the United States has given way. In a great measure, it has been given up. The last 20 years, owing to the presence of William Jennings Bryan and Theodore Roosevelt in the political arena, says David Hero, the President of Columbia College, and a little reflection will convince the sober and dispassionate citizen that this is a deliberate and just judgment."

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## Abe Martin



It's fun to go to a swell affair just to see how many dress suits you can recognize.

If you don't think the world is getting better, just look back over the old family album.

What's become of the fellow that used to be a clerk in a hardware store and did that suit of clothes at you back?

Love may be blind but it's got no better sense than you.

No fellow was ever so easy going that he could turn a knob without winking at it.

The first thing a fellow should do after he gets famous is to burn up all of his old photographs.

They ought to be some way out of the way so they won't be seen.

Next to plowing the hardest thing is to get somebody else to do it.

At last the day has come when a fellow is as good as dead as long as he is not.

While the banks and bankers are being regulated, the merchants had better walk with caution.

Any man who dares to do anything but what is higher than Haman.

If the Democratic administration succeeds in passing a few bank bills leading up to a package that will have to be a victim for Woodrow's gibbet.

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## The express companies profess not to fear the effects on their business of the Parcel Post. They predict that it will prove a failure for a variety of plausible reasons. It is at best a doubtful experiment, but we seem destined to have a trial of it, so we had better cease criticizing and watch results. If the Parcel Post is half as undesirable and inefficient as represented, we can be sure the law will be repealed without delay. The Democratic administration is too weak to shoulder any unpopular measure.

The Baltimore &amp; Ohio has established a coal and coke freight agency in the Connelville region. Better never so late.

The train rowdy should be severely disciplined by the railroad, not only as a matter of justice to the patrons, but also as a matter of business. Trainmen should be instructed to be courteous to passengers who are courteous themselves and stern with bullies, sots, sots and window-railers.

The "spittle of Europe" is the manner in which Southern Democrats in Congress refer to the foreigners who mine coal and draw coke in the Connelville region. The anti-Yankee predecessors of these same Congressmen will be recalled, referred to the farmers and workmen of the Connelville region, and never bashed.

Baltimore &amp; Ohio Railroad Company has large force of men grading for extension of Hickman Run branch to new coke works of E. H. Reed, New siding at Reed works to be put in.

Judge Black farm in Somerset county is sold. It is located in the Maryland region and underlain with a 12-foot coal vein.

Joseph Barnes, formerly of Somerset county, is leasing oil privileges along Redstone creek in Redstone and Franklin townships with the view of boring for oil and gas.

Hickory ore in proposed removal of Terra Firma Rural Casket Company's works from West Brownsville to Connelville.

Philip Y. Puffinbarger, 20, 1892. Connelville coke region report for week ending December 21, shows 13,148 ovens in blast, 4,167 out, 121,569 tons of coke output, decrease of 1,172 tons from preceding week. Shipments totaled 6,781 cars, decrease of 268 from previous week. Average output per oven 2.25 tons against 2.18 tons in prior week.

Operators await first of year for boom. Stock in various yards runs from 20 to 100 cars. H. C. Frick Coke Company puts out entire Wyan plant of 70 ovens.

Coke prices range as follows: Furnace, \$2.40; Foundry, \$3; Crushed, \$3.35 per ton.

Upper Potomac coke region report for week ending December 24, shows 215 ovens in blast, 2,808 tons output, decrease of 1,172 tons from preceding week.

Great railroad combine between the Washburn and Reading companies in the east and west with trunk line from New England to St. Louis, connection between Connelville and Washington mentioned.

Largest single consignment from the Washburn and Reading companies to the east and west with trunk line from New England to St. Louis, connection between Connelville and Washington mentioned.

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Largest single consignment from the Washburn and















## ALL RECORDS BROKEN EVEN IF SMASHED BY A SCRATCH.

(Continued from Page One.)

per full run, \$2.55; drivers and rope riders (drifts), per full run, \$2.80; cagers, per full run, \$2.35; tire bosses, per day, \$3.50; tracklayers, blasters and timbermen (shafts and slopes) per day, \$2.55; tracklayers, blasters and timbermen (drifts), per day, \$2.30; assistant tracklayers and inside laborers per day, \$2.15; dumpers and tippers, per full run, \$2.15; mules, per even, 12 1/2 cents; carters, per day, \$2.15; forking cars, 40,000 pounds capacity and less, \$1.75; forking cars, 50,000 pounds and 60,000 pounds capacity, \$1.85; forking cars, over 60,000 pounds capacity, \$2.00.

**Crushed Coke and By-Product Coal.** The crushed coke business, at one time a prominent feature of the Connellsville coke trade, but recently confined almost exclusively to outside districts has taken a fresh start. In spite of the desperate demand for furnace coke during the last quarter of 1912, approximately 40,000 tons of crushed coke was shipped out of the Connellsville region during the year. The Bessemer Coke Company operates a crusher at its Millstone plant in Washington county. This crusher has a capacity of 4,000 tons per month. W. H. Brown completed, in September, a modern crushing plant at the Allegheny works near Brownsville. It has a capacity of 15 to 18 cars per day. It is a radical departure from former types. It is built entirely of steel and concrete and is equipped with all labor-saving devices. The coke supply for the crusher is taken from the ovens in individual cars. The entire carload of about 40 tons is dumped bodily into the hopper of the crusher. Crushed coke is a successful rival of anthracite as a domestic fuel where it can be had down at competitive prices. It is prepared in similar sizes to anthracite, known to the trade as egg, stove, chestnut and pea, the sizes bearing close relation to the articles whence they get their names.

Not all Connellsville coal is made into coke in the Connellsville region. Approximately 2,000,000 tons annually are coked in the by-product ovens of the United States Steel Corporation at Gary, Ind., Joliet, Ill., and Sharon, Pa. About one-half of this coal, or some 1,000,000 tons per day, is shipped to the Sharon ovens and the remainder goes to the western plants where it is mixed with Pocahontas coal. It was the purpose of the Steel Corporation to use a mixture of Pocahontas and Illinois coal in the Gary and Joliet ovens, and for this purpose a large area of coal was purchased in the latter field, but it was found in practice that better results were obtained by the Connellsville-Pocahontas coal combination. Connellsville coal is now being shipped to the Gates and Filbert mines which have no oven equipment, and from the coking plants at Dorothy, Bridgeport and Colonial No. 2.

### Car Supply.

The Connellsville operators had no cause to complain of the railroads during the year just closed. When all other branches of industry suffered more or less severely from inadequate transportation facilities, the Connellsville coke movement went forward without any serious hitch, and for the most part with clock-like regularity. This was due to the fact that the railroads had made ample provision for the handling of the Connellsville coke business, to the Pittsburgh, Valley and Western furnaces which consume the great bulk of it. The Pennsylvania put 3,000 steel cars into the coke trade; 2,000 of the H22 pattern and 1,000 of the H21 pattern. These cars are of 50 and 55 ton capacity and are equipped with drop-bottom devices which enable the furnaces to unload them in a few minutes at practically no labor cost. Prompt deliveries were also assured by the running of through coke trains to many points. The Pennsylvania withdrew from the coke trade 456 old cars and destroyed them. The Baltimore & Ohio condemned and destroyed 125 wooden cars and added to their equipment 200 new and modern steel cars. The Pittsburgh & Lake Erie added 2,000 new steel underframe box cars and 354 coal cars on an order for 1,000, and dismantled 532 coal cars and 38 box cars. Most of the withdrawn cars, which formerly crowded the coke business have been withdrawn and destroyed since the decision of the Interstate Commerce Commission, in the various cases, to limit the number of cars without regard to their ownership. W. J. Rainey still has 400 and the Oliver & Snyder Steel Company 350. The U. C. Frick Coke Company report none.

**Railroad Extensions.** In the coke region as now defined by operations there were no railroad extensions for the reason that there was no oven expansion, but the railroads made much quiet and effective preparation for extending their lines into the remainder of the Lower Connellsville district known as the Western Greene county field. The Monongahela railroad was extended across the Monongahela river at New Geneva, and pushed into Greene county, where it will meet and connect with the Buckhannon & Northern now nearing completion. Both these roads are jointly owned by the Pennsylvania and the Lake Erie. In the meantime the Lake Erie has established its connection with the Western Maryland railroad at Connellsville, and has brought its Monongahela river coking business in close touch with the main trunk line of the Lake Erie near Coraopolis. The object of this cut-off is said to be the avoidance of congestion in the Phoenix yards. It is part of the Erie, however, that the Lake Erie has projected a branch line from this

cut-off westward through Washington county into Greene county to tap the coming coke developments there from the rear.

**Greene County Developments.** Over 50,000 acres of the Greene county are now in the hands of operating interests, present or prospective. Three operations are actively under way and two more are preparing to develop their coal. The Poland Coal Company, headed by Julian Kennedy, the well-known Pittsburgh metallurgist, blast furnace engineer and coke manufacturer, is building 150 ovens on 1,100 acres of coal on Dunkard creek near the river. The Cruchie Steel Company is finishing two model mines on 2,400 acres of coal just back of Rice's Landing on Pumpkin run. The company will build no ovens, but will ship the coal in barges by river to its plant at Milledale, on the Ohio river below Beaver, coking it there in a plant of 68 Kompers ovens now about completed. W. Harry Brown has just bought 1,344 acres at Gray's Landing fronting on the river, and will develop it in the spring. This plant will be known as Alicia No. 2. The Youngstown Sheet & Tube Company owns 1,700 acres onuddy creek and have located mines there. This company will, like the Cruchie company, ship the coal to Youngstown, O., and coke it in by-product ovens at its plant there, utilizing the waste gas in steel manufacture. The extensive purchases in this field during the year by industrial interests indicate its early absorption by consumers of coke.

**Fight for Lower Freight Rates.** During the year the merchant operators of the Connellsville region filed a complaint with the Interstate Commerce Commission alleging that they were being discriminated against by the railroads in freight rates on Connellsville coke to both eastern and western points. Their case was prepared by John W. Bolten, the expert who secured any further changes in the rates. The latter won their contention and the railroads were compelled to reduce their Lake rates to the Pittsburgh operators, who they continued to practice the discrimination by reducing the rates to the competing regions of West Virginia and Kentucky. The operators against this reduction of the Interstate Commerce Commission did not, however, secure any further changes in the rates, but it has left the Pittsburgh district in better shape for Lake trade than it ever was before.

The case of the Connellsville Coke Producers Association is still pending. There have been several hearings and the final arguments were concluded only a few weeks ago. At the time the discrimination is alleged in favor of the West Virginia and Kentucky coking districts. A decision in favor of the Connellsville operators was anticipated because of the fact that their facts were not contradicted by the railroads and their arguments not seriously controverted.

### RECORD CAR BUYING

**Railroads Order Ahead of Demand.**

During 1912, steel construction. It is very frequently said that railroads are forced to buy cars. So they are, to an extent, but not to the extent of more than 200,000 cars, as 1912 showed net surpluses during its first eight months running up to 130,000 cars, and is showing net shortages in its four closing months running from 100,000 cars down, according to the Iron Trade Review. Evidently there has not been as much compulsion as thought. Rather, the railroads bought cars at first largely because they were cheap, and more lately they have bought them because they expected business to continue expanding next year, and they have had large earnings by which they could comfortably make the purchases.

It should be remembered, of course, that a very considerable part of the railroad car orders placed this year has been for purposes of replacement. The total number of cars in the country will not be increased by anything like the number of cars built. In making replacements or continuing to repair old cars, the railroads are governed largely by questions of expediency, especially as to whether the capital invested is really available to make the fresh investment. Poor's statistics indicate that from the close of the fiscal year of the Pennsylvania, 1905 to 1911, a period of five years, the number of freight cars increased by 375,000. The number of cars built during the same period may be estimated for purposes of comparison at about 750,000, or almost twice as many.

The abandonment of old wooden cars is perhaps at its height at this time. Early in the history of the all-steel and steel-underframed cars, the abandonment of wooden cars was much smaller, for the reason that, as wooden cars had been made up to that time, there was a large sprinkling of new wooden cars. Now that the manufacture of wooden cars has been almost abandoned, the average age of all the wooden equipment is greater. On the other hand, as the proportion of wooden to total equipment becomes relatively small, the abandonment of wooden cars will again be small.

### STOCK DISTRIBUTION.

**Steel Corporation Employees May Invest at Moderate Figures.**

The annual distribution of stock to employees of the United States Steel Corporation will be made on the basis of \$65 a share for common and \$109 for preferred. Every year employees of the corporation, which includes the U. C. Frick Coke Company, are permitted to buy stock in the big concern. Steel common is now selling around \$65 and preferred \$109.50. A few months ago common was up to \$50 and preferred to \$117. A year ago common was sold to employees at \$55 and preferred at \$110. The bonus of this stock for purchases who retained their stock has been fixed at \$5.50 common and \$5 preferred.

### HOLMES SPEAKS IN FAVOR OF THE TESTING STATION

Addresses Pittsburgh Meeting in Effort to Retain Laboratory in Center of Mining Region.

Director J. A. Holmes of the United States Bureau of Mines, who is in Pittsburgh in the interest of the retention of the testing laboratory in this city, appeared Monday before a conference of representatives of civic and official bodies at the Chamber of Commerce. The outcome of the conference was the appointment of a committee to appear before City Council and before the Board of Public Education. The conference was occupied in listening to an explanation by Director Holmes of the work of the testing laboratory and in discussing a model of the Stageside which was furnished for examination by the Board of Public Education. There has been some objection by residents of the Boulevard residence district to the location of the testing laboratory there, they believing it would be a cause of much dust and noise. Director Holmes explained that this is a misconception, as the work of the objection can be offered will all be done at the experimental mine at Bruceton.

Dr. Holmes also showed the value of the testing station to the city. It now employs over two hundred highly-salaried experts, and when new buildings are erected this number will be increased so that the total payroll will be from \$500,000 to \$1,000,000 per year. The director also said the government contemplates the erection of buildings which will cost in the neighborhood of \$1,000,000 if a proper site is secured.

The Magee site model, which the conference had before it, was so arranged as to exhibit that site as it is and as it will appear when graded suitable for high school purposes. It was developed during the meeting that the cost of this grading will exceed \$100,000.

Director Holmes stated in an interview that President Taft is familiar with the testing laboratory question and favors a trade of the Arsenal property for the Magee High School site. He also said that since his arrival in Pittsburgh he had been subject with many persons on the subject and that all favored this trade. The question of an appropriation for the buildings is in committee and will not be favorably acted upon unless a site is assured. Congressman Burke said in an interview:

"The city has only 30 days in which to work this question out and there is no time to lose. The Magee site is the only one which has been mentioned which will meet the requirements of the testing laboratory, while there are other sites which could be secured for high schools. It ought to be possible to effect an exchange of some kind which will meet all requirements of the city. The city finds it necessary to erect a high school in Bellefield."

### SMALL RAIL MILEAGE

**Little New Track Built in 1912 But Equipment is Bought.**

The Bureau of Census has compiled statistics from official sources which shows in brief form what has happened in the railroad world during the year 1912. The records show that the least railroad mileage was built in 1912 than in any of the 15 previous years, there being only 2,977 miles of first track and 1,000 miles of second track, or 69 miles when compared with 1911, which had been considered an exceptionally poor year.

On the other hand, however, they were built in 1912 as in 1911. During 1912, 34,072 more freight cars and 1,000 more passenger cars and 1,574 more locomotives.

Twelve railroads went into the hands of receivers, the most important roads being the Peru, Marquette, the Denver, Northwestern and Pacific and the Kansas City, Mexico and Orient roads. The latter were sold under the hammer, but none were important ones.

### RECENT PATENTS.

**Of Special Interest to the Coal and Coke Trade.**

The following recently granted patents of interest to the coal and coke trade are reported expressly for The Weekly Courier by G. G. Coulter, Patent Counsel, Park Building, Pittsburgh, Pa., from whom copies may be procured for 15 cents each:

Coke-oven door, Walter W. Macfarland, Pittsburgh, Pa., No. 1,047,844.

Horizontal coke-oven, Edmund Hohmann, Stettin, Germany, assignor to Stettiner Chamotte-Fabrik-Gesellschaft vorm. Dittus, Stettin, Germany, No. 1,047,855.

Method of manufacturing and purifying coke, William S. Simpson, London, England, No. 1,047,845.

Mining tool, Clements L. Attagon, Ely, Nevada, assignor of 5/16ths to Oscar Ellmore, Ely, Nevada, No. 1,047,810.

Mining car, Louis G. Helmick, Fairmont, West Virginia, No. 1,048,309.

### INVESTIGATING FIRES.

**Three in Steel Plant Arouse Suspicion of Officials.**

An investigation will be made by officials of the Carnegie Steel Company in an effort to learn the origin of a fire which swept the Lindsay-McCutcheon plant of the Carnegie company and badly damaged the mill of the Lake Erie Steel Company on Friday.

The fire was the third in a few days, the former two doing slight damage. The loss is estimated at about \$25,000.

### STEEL MEN EXPECT HEAVY BUYING WILL CONTINUE IN 1913

Already Booked for Half the Year and Inquiries Still Coming.

### RAILROADS STILL IN MARKET

Unified Tonnage for Steel Corporation at End of This Month Expected to Show Little Variation from the Figures of November 30; Prices Up.

New business received by the United States Steel Corporation since the beginning of December has been about on a parity with shipments and the statement of unified tonnage at the end of the month to be published in January, is likely to show but little variation from the figures of November.

In view of the exceedingly heavy purchasing of the past eight months and the approach of the holiday season, when some principal customers are usually experienced, this showing is held to be astonishingly good, particularly as the majority of the industrial companies report a falling off of new business in December. They do not, however, seem to anticipate prolonged lull.

One of the leading steel authorities a day or two ago declared that he expected the demand for steel will continue throughout 1913, and the fact that all companies are booked up to about the middle of the year makes it practically certain that the coming 12 months will be among the best in the history of the trade. The leading interest will start the new year with nearly eight months' business on its books. The railroads, which have bought very heavily during the latter half of 1912, show little disposition to stop buying, and it is stated in well-informed circles that their immediate requirements are not yet nearly filled.

One of the principal features of the steel market just now is the almost unprecedented demand for car and locomotive building materials. During the past 15 months about 100,000 cars have been reported placed, compared with a total of about 100,000 in the calendar year 1911, and the percentage of steel cars to the total is increasing. There is also good reason to believe that orders placed but not reported would add a substantial factor to the total. Locomotive plants are busier than they have been in years. In fact the country's capacity for steel cars and locomotives is practically reached in the limit with the result that the steel mills are finding increasing difficulty in meeting the demand for plates, etc., on time. Prices of steel are also showing a slight increase in foreign inquiries, due in part to the congestion at British and Continental mills. The importance of the order recently placed in this country for rails by a Belgian concern can only be appreciated when it is considered that Belgium ranks fourth among the steel producing countries of the world. The Canadian Pacific has just ordered 30,000 tons of rails on this side of the border and is likely to buy more, while another export order has been placed by an Argentine road. The Brazilian railway is in the market for 100,000 tons of rails and is likely to place an order for the contract has been delayed solely because quicker delivery than our mills are able to promise is desired. Prices for steel rails are about \$20 a ton, or about \$3.25 over '12 a ton above the quotation in the United States.

It is expected that certain of the independent companies will announce advances in the prices of some classes of steel with the new year, but it is thought extremely unlikely that the leading holders of steel will make any change as it is understood that the heads of the Steel Corporation will continue to hold their attitude regarding prices, namely, that they are now on a satisfactory basis and that any attempt to take advantage of the needs of consumers to send them higher cannot result for the good of the trade in the long run.

A few of the independent companies have taken the same stand, but others are even now quoting below the nominal market price on many lines. On boiler plates and tin andterne plates, for instance, the corporations' price is about \$2 to \$3 below that of many of its competitors. On the whole, however, steel men do not seem anxious to see any marked advance in prices as they fear it might result in a runaway market.

The Broken Hill Proprietary Company is said to be behind the project, which eventually is expected to control the Australian market.

**Have You Coal Land for Sale?**

If you have advertise in The Weekly Courier.

### BUILDING STEEL PLANT

Australians Working on a \$5,000,000 Project to Control Trade.

A rival to the Australian Steel plant is to be erected in New South Wales, where a ship-making plant is to be built at a cost of \$5,000,000, according to a report of American Consul-General John P. Bray of Sydney.

He says \$50,000 already has been spent in preliminary work. The mills will be erected near New Castle and they will be extended as the needs of Australia grow.

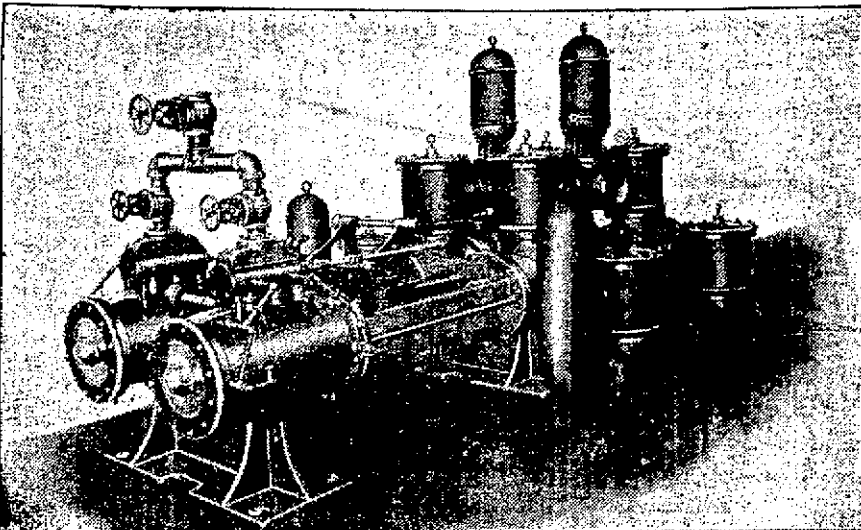
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No Coke Oven Door is correctly designed unless the brick can freely expand and contract under wide variations of temperature. ANY DOOR HAVING THE ABOVE FEATURE INFRINGES ON THIS PATENT.

The inventor offers for sale the right to use his invention on the payment of a small license fee. Operators will build their own doors, selecting their own materials. The door and the right to use it COST LESS THAN OTHER DOORS.

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